

Attachment 4

to Operations Group Chairman's Factual Report

DCA06MA022

PACK SMOKE

OXYGEN MASKS & GOGGLES ON

RECIRC FAN OFF

PNEUMATIC CROSSFEED VALVE CLOSE

LEFT PACK OFF

IF SMOKE DISSIPATES:

LEFT PACK LEAVE OFF

If single pack is

sufficient NO FURTHER ACTION
REQUIRED

- See Caution and Notes.

If single pack is not

sufficient REFER TO IF BOTH
PACKS ARE REQUIRED

IF SMOKE DOES NOT DISSIPATE:

LEFT PACK ON

RIGHT PACK OFF

If single pack is

sufficient NO FURTHER ACTION
REQUIRED

- See Caution and Notes.

If single pack is not

sufficient REFER TO IF BOTH
PACKS ARE REQUIRED

REV: 38
DATE: 12/01/05

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EAC 1-9

PACK SMOKE (CONT'D)

IF BOTH PACKS ARE REQUIRED:

OUTBOARD BLEED AIR SHUTOFF SWITCH
(ON SIDE OF OFFENDING PACK) OFF
OFFENDING PACK ON

If smoke does not reappear:

OUTBOARD BLEED AIR SHUTOFF
SWITCH LEAVE OFF
Make operational adjustments as necessary. See
Caution and Notes. NO FURTHER ACTION
REQUIRED

If smoke reappears:

OUTBOARD BLEED AIR SHUTOFF
SWITCH AUTO/HIGH
INBOARD BLEED AIR SHUTOFF
SWITCH OFF

If smoke clears:

INBOARD BLEED AIR SHUTOFF
SWITCH LEAVE OFF
Make operational adjustments as necessary. See
Caution and Notes. NO FURTHER ACTION
REQUIRED

If smoke persists:

OFFENDING PACK OFF
Two-pack operation is not feasible. Make
operational adjustments as necessary. See
Caution and Notes. NO FURTHER ACTION
REQUIRED

EAC 1-10

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PACK SMOKE (CONT'D)

CAUTION AND NOTES

CAUTION: IF ONE PACK IS OFF, IT IS POSSIBLE TO DEPRESSURIZE THE AIRCRAFT UNLESS THE MIX VALVE FOR THE INOPERATIVE PACK IS MOVED TO FULL COLD.

NOTE: If one pack is OFF, monitor compressor temperature for the operable pack, and adjust temperature and pack cooling doors as necessary.

NOTE: If any pneumatic bleed is OFF, avoid icing encounters for remainder of flight. Engine and Scoops Anti-ice may be used if needed. Airfoil Deice must be OFF.

END OF PROCEDURE

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LOWER AND/OR MAIN CARGO COMPARTMENT SMOKE OR FIRE

OXYGEN MASKS & GOGGLES ON

PACKS 1 OFF, 1 ON MINIMUM FLOW
RECIRC FAN OFF
OVERHEAD AIR DIFFUSER VALVES OPEN
MAIN CARGO AIR SHUTOFF VALVE CLOSED
COCKPIT DOOR & LOUVERS CLOSED
RADIO RACK BLOWER SWITCH OFF
CABIN DIFFERENTIAL
PRESSURE MANUALLY SET 0.5
PSI AND MAINTAIN

NOTE: PBE is certified to 8,000 feet cabin altitude only.

LAND AS SOON AS POSSIBLE

If Immediate Landing is Not Possible:

CABIN ALTITUDE MINIMUM 20,000 FEET
& MAINTAIN

If Above 20,000 Feet Cabin Altitude:

RADAR & AUTOPILOT OFF

If Above 30,000 Feet Cabin Altitude:

TRANSPONDER OFF/STBY
DME STBY

NOTE: If an over water flight, calculate oxygen available at 0.5 PSI differential pressure versus altitude (refer to AOM, 5.2). It may be necessary to change aircraft altitude to adjust for available oxygen. Use of Long Range Cruise may be required. When use of oxygen is required, the absence of smoke and fumes in the flight compartment should be considered sufficient justification to place the oxygen selector toggle switches in "Normal Oxygen" to extend usable oxygen time.

END OF PROCEDURE

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DATE: 12/01/04

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EAC 10-1

FUMES EVACUATION

OXYGEN MASKS & GOGGLES ON

WARNING: IF FLAMMABLE FUMES ARE
SUSPECT, CONSIDER KEEPING
OPERATION OF ELECTRICAL
EQUIPMENT TO A MINIMUM.

PACKS ON, MAX FLOW
RECIRC FAN OFF
COCKPIT DOOR AND LOUVERS CLOSED
ALL COCKPIT AIR OUTLETS FULL OPEN
DESCEND TO 10,000' OR
MEA IF HIGHER INITIATE
CABIN ALTITUDE MAINTAIN
LAND AS SOON AS POSSIBLE

AFTER AIRCRAFT IS DEPRESSURIZED:

(Aircraft descends through existing cabin altitude)

CABIN PRESSURE
CONTROL LEVER LOCKED OPEN

NOTE: Leave packs running during and after landing
to prevent buildup of fumes in aircraft.

AFTER LANDING:

EVACUATE AIRCRAFT (AS REQ)

END OF PROCEDURE

EAC 10-2

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BOMB THREAT (CONT'D)

WITHIN 24 HOURS AFTER EVENT:

BOMB THREAT EVENT
REPORT COMPLETE

END OF PROCEDURE

EMERGENCY EVACUATION

TOWER NOTIFY
PARKING BRAKE SET
FUEL SHUTOFF LEVERS OFF
FIRE HANDLES FULL FORWARD
FIRE AGENT (IF REQUIRED) DISCHARGE
BATTERY SWITCH OFF
EMERGENCY EVACUATION ACCOMPLISH

END OF PROCEDURE

EMERGENCY LANDING

ATC, DISPATCH, AND ACM/COURIERS ADVISE
TRANSPONDER SET 7700
EXCESS FUEL DUMP
LOOSE ARTICLES SECURE
PACKS (BELOW 10,000 FEET) OFF
CABIN PRESSURE
CONTROL LEVER FULL DOWN/LOCKED
COCKPIT DOOR LOCKED OPEN
APPROACH, LANDING
CHECKLISTS ACCOMPLISH

END OF PROCEDURE

EAC 11-2

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